

Mr. W. H. C. St. Clair has been promoted to the rank of Vice-Admiral.

The quantity of water used in London last year to extinguish fires was 23,000,000 gallons, or nearly 103,000 tons.

At the Magistrate's day Mr. T. Sercombe Smith fined a woman \$10 for transferring her licence from one boat to another.

We understand that certain propositions at the Board of the Hongkong Rope Manufacturing Company have had the result of sending up the shares of that concern.

This master of the s.s. *Cass* was charged at the Magistrate's day with creating a nuisance by having, on Sunday forenoon, while lying at anchor in the harbour, unnecessarily blown the whistle. A penalty of \$10 was imposed.

The Tokyo *Asahi* notes that a rumour is current in Yokohama to the effect that the British Government has decided not to demand any indemnity from Japan on account of the searching of the steamer *Thales*. The Tokyo *Asahi* has surely got off the rails.

Passengers from the United States by the steamer *Coptic* bring dispatches from Washington, D.C., dated 25th January, announcing the death of Mrs. Mary Price Lincoln, wife of Colonel Charles P. Lincoln, who was formerly, and for many years U.S. Consul at Canton, China.

The following scratch team will play the Centurion Cup Elevens to-morrow (Saturday) at 4 p.m.—Goal, Peck; backs, Cayley and James; half-backs, Slade, Another and Looker; forwards, Campbell, Firth, Cay, Greenfield and Sheldorf.

At the Magistrate's day August Martin, sailor, was charged with stealing a shipping federation book, containing three discharges, and two \$5 notes belonging to a sailor at present in the *Sailors' Home*. He admitted the charge. Mr. T. Sercombe Smith passed sentence of three months' imprisonment.

The Manager of the Hongkong Branch of The Straits Insurance Co., Limited, has received a telegram from his Head Office, Singapore, stating that the net Premium for 1895 was \$1,110,000; the balance of working account is \$850,000; Balance of Profit and Loss \$100,000. Dividend to be declared 10% amount to be added to Reserve Fund \$20,000.

A recent effort was made to keep a passage through the *Thames* free of ice, but it has not been attended with success.

The *Norve* *Frederik* of St. Petersburg urges an alteration of the Russian calendar so as to bring it into conformity with the reckoning of the rest of civilised Europe.

The *Alpen* says—Mr. Weston, formerly British Consul at Kobe, is going to publish an account of his experiences, climbing, and exploration in the mountainous regions of Central Japan. Mr. Murray is to publish the book under the title of 'The Japanese Alps.'

A somewhat remarkable preface belongs to a volume, 'The Provincial Philosophy of Confucius,' which Messrs. Putnam are about to publish. Mr. Forster H. Jennings has compiled from the Chinese classics Confucius' text for each day of the year. The Hon. P. M. K. Wang, Sub-Minister of Justice to the King of Corea, introduces in a few words.

An Ontario member has given notice of a resolution asserting Her Majesty's Government and the people of the United Kingdom of the unalterable loyalty of the House to the British Throne and Constitution, and also reiterating the desire of the people of Canada to maintain the most friendly relations with their kinsmen of the United States.

The *Murata* repeating rifle having been selected as the arm for the army of the Empire, the authorities of the 1st, or Tokyo, Army Division have called out the men in service in order to train them in the use of this weapon. All men may now be called out simultaneously at one time, and portions will be trained for a fortnight at a time.—*Yokohama Advertiser*.

There is a report that Mr. Chamberlain will shortly take steps to promote a conference of all the colonial representatives on the subject of imperial defence. It may be taken for granted that the matters to be discussed will go beyond the question of defence. The Secretary for the Colonies has ideas of a very particular kind in the direction of general federation.—*Overland Mail*.

The *Lancet* says: 'Every one who has read Professor Sully's "Studies of Childhood," must acknowledge the American child to be a subject worthy of study. But the following delicious production which we received from the medical man to whom it was sent shows, we think, that the child mind in this country is equally interesting. The letter is written upon small pink paper, ornamented with a picture of a porcupine, and is addressed to "Dear Dr. Sully"—"I would be very pleased if you would let me have a Baby for my Guinea. We want it on the 4th of February for Mother's birthday. We would like it fat and plump, with blue eyes and fair hair. We children are going to give it to her ourselves please name it at once—Yours sincerely, Archie, E.S.—Which would be the cheaper a Boy or a Girl? The T.S. is delightful, and who is there shall answer the most numerous question? The age of the writer—the oldest child—we may add, in answer to the letter, except for certain paternal instructions as to spelling, given without seeing the letter, is the unaltered composition of "we children."

Racine and Brissenden's Planes have no rival for tone, strength and appearance.—W. Robinson & Co.

QUARANTINE AGAINST HONGKONG AT SINGAPORE.

We are informed officially that a telegram was received from Singapore late yesterday afternoon intimating that Hongkong has been declared infected owing to the existence of bubonic plague, and that Quarantine Regulations have been put in force identical with those published in the *Gazette* of 19th May, 1894.

The following are the 'identical regulations' referred to:—

Government Notification—No. 265. Information having been received that a contagious disease, namely bubonic plague, has broken out at Hongkong, it is hereby declared by the Governor that the port of Hongkong is infected. Under the Regulations made by the Governor in Council, under the Quarantine and Prevention of Disease Ordinance 1895, all vessels arriving from Hongkong will be put in quarantine and there detained for nine days from the date of departure from Hongkong, or from the date of the last case of the said disease on board, or until released by the Health Officer.

By His Excellency's Command, WILLIAM MAXWELL, Colonial Secretary.

Singapore, May 19, 1894.

THE DECLINE OF BRITISH TRADE.

THE EFFECTS OF FOREIGN COMPETITION.

Of late the acute competition between Continental manufactures and articles manufactured within the British Empire has been receiving considerable attention, so much so that Mr. Chamberlain, the Secretary of the State for the Colonies, deems the subject of as great importance that he has addressed Colonial Governors throughout the Empire to furnish him with information to show how far foreign manufactured goods have ousted British goods. On these and kindred subjects a representative of the *China Mail* had an interesting interview with Mr. P. Brown, a young commercial man who is making a special study of the subject with a view to their political application on his return to England. We do not expect all our readers to homologate Mr. Brown's views, but they will at least tend to stimulate attention in great Imperial questions.

MILITARY CONTRIBUTIONS.

On the subject of Military Contributions, Mr. Brown agreed that the amount demanded from many of the Colonies was altogether disproportionate to their revenue-raising facilities. He said: 'I think it is very hard that Singapore has to pay something like a million dollars a year as a contribution to the Imperial war-chest, and considering that Hongkong is not what might be strictly termed a manufacturing Colony, I think it is equally unfair that it has to pay upwards of \$400,000 a year for the same purpose. These contributions are maintained to a great extent because of their strategic importance to the Empire, and the burden imposed upon them is all the greater when regard is had to the attitude adopted towards other parts of the Empire. Take, for instance, Canada, to go to the other end of the world. In Canada England owes the greater part of the North American Continent, with a large coastline to protect. So far as I know, Canada does not contribute one cent to the squadrons in the North Atlantic or the North Pacific. There is a garrison maintained in Halifax, and Britain is supposed to maintain the frontier in the event of a war with the United States. Here you have a case where the Empire gets absolutely nothing for the defence she provides beyond the prestige of calling Canada her Dominion, and having an alternative route to India, which, in my opinion, has been very much exaggerated. Besides, Canada has all the advantage on her side. She has the call upon the British Army and Navy in the event of trouble, and at the same time she imposes duties against goods manufactured in England or Scotland or any other part of the Empire. This duty ranges from 25 to 40 per cent, and no discrimination is made between English and American goods, with the result that it is practically impossible for British manufacturers to compete against manufacturers in the United States. The whole country is overrun with Yankee commercial travellers. The British manufacturer has to send his goods over three thousand miles of sea. Considerable delay is experienced, naturally, in corresponding between principals and agents, and no compensating advantage is given in order to favour the British manufacturer, as against his American competitor, who has the advantage of being close to the Canadian markets. The very postal and telegraphic services of the United States favour the American manufacturer. A telegram can be sent from Canada to almost any part of the United States for 25 cents, whereas from Canada to England the cost is 25 cents, or 1/- per word, and whereas it costs 5 cents for postage between Canada and England and 5 cents from Canada to the United States, the United States charge only 2 cents for going into Canada.'

PREFERENTIAL TARIFF.

It would assist British manufacturers if a Preferential Tariff were established throughout the Empire. Both Sir Charles Tupper, the man who will shortly assume the Premiership in Canada, and Mr. Cecil Rhodes have expressed a desire that preferential duties should be placed on British goods, but when the matter was brought before Lord Ripon he declined to entertain it. On that occasion the Cape wanted to have a special arrangement with Canada and Australia, and

I do not know that the then Colonial Secretary was altogether wrong. The time had not come for such an arrangement. It cannot be carried out between two Colonies, but I think the time is ripe to discuss the whole matter. We have seen in the last three months the whole of Europe ranged against us, and the result has been to show how firmly welded together are the various portions of the British Empire. If they can be knit together so firmly by ties of kindred in the face of danger, why should they not be as firmly welded together commercially in a sort of Zollverein. Sir Charles Tupper is likely to bring the matter to a head in a few months' time. He is an ardent Imperialist and is anxious to have the Colonies joined in a Zollverein, and he is likely to bring the matter before the British public in a definite form which ought to be acceptable to the people if they will only look at the matter from the Imperial standpoint.

FOREIGN COMPETITION IN INDIA.

Now, take the case of India, which is a very large field of British enterprise. There the competition is much keener than in the Far East, because an immense portion of the trade, wholesale and retail, has passed into the hands of the natives—particularly in Bombay. The great demand amongst the native population is for articles of a cheap nature, and English goods, which are usually of rather superior finish, are being ousted in nearly every branch of the trade in favour of Continental goods.

Mr. Brown was asked: 'Is that not due to the want of adaptability of British manufacturers?'

In reply, he said: 'To a great extent it is, but there are other causes at work. For instance, the Germans there have young men in their houses at half the salary given to Englishmen; and in the second place, the Continental houses seem to work on the motto: "Get orders, honestly, if you can, but get orders," and often a German house will accept orders at a loss in order to get a footing.'

'That, I fancy,' said the interviewer, 'is not an uncommon thing, even with English houses. Do you mean to bring an accusation of sheer dishonesty against the Germans?'

Well, I will give you one instance, said Mr. Brown, which would justify one in coming to that conclusion. You probably know the firm of Joseph Rodgers and Co. of Sheffield. For many years, in India, they had a large trade for their cutlery, which has always been distinguished by a particular mark. (In Hongkong, I believe you call it a 'chop'). Their trade amounted almost to a monopoly. Their success led a German house, called Kauffmann, to produce a greatly inferior cutlery closely imitating the marks of Rodgers and quoting prices about fifty per cent. below the English goods. The result was that the German firm got a vast amount of orders, and for their own protection Messrs. Rodgers and Co. had to go into the German Courts. They won their suit, but the compensation is very slight compared with the injury done to their trade. It is very poor satisfaction to win the case when they know the trade has passed into the hands of the imitators. This is applicable to many other trades. Indiscreetness with German and Austrian commercial travellers, who are taking away from them the bulk of the business. There is, I venture to think, a strong case for the protection of our own industries. Free trade may be very fine in theory, but there must be a social revolution at once on the working people realise the effects of the present policy upon the trade of the country. Vast sums of money are being made by the Germans and other foreigners in India and in the British possessions throughout the world, and the Fatherland is being enriched at the expense of the British manufacturer and the British working people. Taught a lesson by the events of the past few weeks, we Britishers ought to see that the money which goes to pay taxes in Germany and other Continental countries will enable them, at some future date, to declare war upon us with impunity, and there is the contingency to be faced that the markets won for us by centuries of fighting and diplomacy will be an enormous expense will pass permanently into the hands of aliens. We have our own labour problem to settle before we can compete satisfactorily against our German friends, but we have other methods within our power to check the competition somewhat. I would tax all Continental commercial travellers, and I would impose a special tax upon all Continental goods entering the British Empire.

The Merchandise Marks Act has not done much good—no good whatever to some trades; whilst, on the other hand, it has hurt the middleman in England very considerably. Prior to the passing of the Act, a large portion of the Continental goods imported into the Empire went through London houses. Now, the native traders see that his goods are manufactured on the Continent, and naturally they have gradually come to buy direct from the Continent, thanks to the facilities afforded the Foreign commercial traveller.

MR. CHAMBERLAIN'S UNPOPULARITY.

I think the issue of that circular by Mr. Chamberlain calling for information regarding the displacement of British goods by Foreign goods is one of the wisest moves made by a British statesman for very many years. It should restore

the unmitigated support of every British trader. At the same time I deplore the sending of Missions to the interior of China. The information wanted in England can be best obtained by the trader on the spot. What is the good of sending a Mission to the interior of China? What impediments are barring the way not only to the expansion of British trade but to the retention of our former trade? We know that the McKinley tariff was directed principally against Canada—against British goods. It was a hostile measure. It is well-known the British idea is that the whole of the North American continent should form one large pact and be thought of as Canada would be forced to merge herself in the United States. Had it not been that a strong government was in power with the late Sir John Macdonald as Premier, the result might have proved successful, but new markets were found and Canada was saved. The McKinley tariff ought to have taught us a lesson, but I have hope that the instincts of self-preservation may yet induce our trading community to take a cargo of dislike in England to interfere with the fetish of free-trade, but if the British electors are assured that the protection will apply only to manufactured goods and will not interfere with the supply of raw materials I have a firm belief that they will not be over-cautious. We have quite enough of competition amongst our own manufacturers without giving a premium to Foreign manufacturers. You in India, in China as well as in India, have a heavy handicap in the way of freight. In Bombay was told of one of the Conference members taking a cargo from India to Antwerp, then shipping freight at Antwerp, carrying it to London and back to Antwerp and then on to India at 5/- per ton less than English goods shipped in London for India on board the same vessel. It stands to reason that so long as the Shipping Conference gives preferential rates to Continental ships the British shippers will be handicapped and British trade will be crippled, and this is one of the anomalies that must be abolished if British trade is to be fostered.

UNION CHURCH SUNDAY SCHOOL.

ANNUAL DISTRIBUTION OF PRIZES.

Yesterday evening, a large number of children journeyed to Union Church to witness the annual distribution of prizes. Although the numbers were not so great as in 1895, this was due to sickness. The teachers, which seems inseparable from these functions, and which the children seem to heartily enjoy judging by juvenile eloquence between the cups—commenced at 5.45, and was followed by an entertainment given by the children themselves. The programme being too long to print in detail brief mention is made of those who seem worthy of special notice. First on the list must be placed Miss Gertrude Rueston for her elocution in 'Our Folks'; Miss Rodger, who should develop into a very careful pianist judging by her rendering of 'Longing for Home'; Miss Parsons also gave a very good piano solo; while in the vocal line the chorus by girls—'We love the good old Bible'—was rendered very sweetly as was also the chorus 'Jesus once we shine,' by Misses Brown and Moore. The Superintendent, Mr. E. W. Row, presented a very encouraging report for the past year, the average attendance weekly being 65; against \$3 in 1894. The missionary collection amounted to \$48, against \$32 in the preceding year. The numbers on the roll are 108. The school has a very good library of nearly 500 books, and has even a printed catalogue. The following are the names of those who received prizes:—For Attendance and lessons, Misses Brown, Rodger, Ellen Thomson, Maud Parker, Edna Kerr, Louisa Hoang, Sally Hunt, Florence Aichele, Alice Parlane, Daisy Ferguson, Kate Thomson, Lillie Hoang, Maud Thomson, Gertrude Hanney, Agnes Hanney, Ethel Parker, Masters Charles and Ernest Hayward, Charles Plinston, William Parlane, Herbert and Robert Ewan, William Goggin, Marshall Kerr, William Thomson, Albert Newberry, Fred. Dickie, John Dickie, and Frank Moore. Superintendent's Prize for Recitation—Miss Parker and Master Thomson; Superintendent's Prize for general good conduct—Miss Edith Plinston; Mr. Leslie's Prize for attentiveness, Masters Colquhoun and Morrish; Superintendent's Prize for good conduct during Summer term, Master Plinston; Mr. Tewkesbury's Prize for attention during summer term—Master Ewan. Mrs. Crawford presented the prizes, and in a brief speech complimented the boys on gaining such valuable prizes. Mrs. Williams and Miss L. Crawford were the accompanists. The Rev. G. J. Williams gave a short address, and this, with a hearty clapping of hands for Mrs. Crawford for presenting the prizes, brought the entertainment to a close; and after prayer by Rev. G. J. Williams, the youngsters went home with happy hearts, proud of the School and the Teachers who take such interest in them.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

LONDON, February 26, 1896.

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CORRESPONDENCE.

PROPOSED INSPECTION OF KOW-LOON PROPERTY.

To the Editor of the 'CHINA MAIL.'

SIR,—On looking over the report of the Sanitary Board meeting in your issue of last night, I was rather interested with the remarks upon unwholesome back-yards. Do you think, Mr. Editor, that an unwholesome back-yard is more than a worn-out one, in which the owner is loath to be seen? The consequence is, that drains become choked, and should any slope be thrown down, instead of running off, they soak into the ground, to return after many days in the various forms of disease. The prevalence of Kowloon fever is a present matter of comment for many months, and the recent cases of typhoid fever appear to indicate that our Medical Officer of Health or the Superintendent of the Sanitary Board ought to have been making inquiries on the spot with a view to ascertain if the drains and backyards of the more populous centres of Kowloon are in a proper state of repair and in accordance with sanitary requirements. I know there are some backyards in a bad state through no fault of the tenants. Might not the drains be in an equally bad condition, more especially in the domestic supply of water to the Kowloon property, in the past, but even now, the present interest of the Sanitary Board in the City. I would ask your permission to suggest to the Sanitary Authorities a thorough inspection of house property at Kowloon.—Yours,

A TENANT.

At the request of Mr. McIvor, the U. S. Consul General, Admiral MacNeil has issued orders to the effect that whenever a U. S. man-of-war is in Yokohama harbor, a noon gun shall be fired on Wednesday. Also, whenever an American mail is signalled between the hours of 8 a.m. and 5 p.m., two guns shall be fired and the American ensign hoisted for one hour at the fore. All thanks are due to Mr. McIvor and the Admiral for their kindness in resuming this long-neglected practice.—*Yokohama Advertiser*.

The *Shingo* *Shingo* learns that Messrs. Jardine, Matheson and Co. of Yokohama, agents for Messrs. Robert Macdonald & Co., have refused to accept the contract recently awarded them for the supply of 5,000 tons of pipes for the Tokyo Water Works. The reason of this refusal is that too long a period had elapsed since the tender was made to admit of their now accepting the contract, without again restoring the matter to the firm in England.—*Yokohama Advertiser*.

'Jokes,' said Mrs. Cornwell, as her husband came in from feeding the pigs, 'what is the Monroe doctrine?' 'The Monroe doctrine, Mandy, after a moment's thought, is a principle which lays down that foreign nations shall not be allowed to establish colonies in America. We don't put both feet in the trough ourselves, but we sign that we're going to discourage others from doing so.'

CANTON.

(From Our Own Correspondent.)

Canton, Feb. 27.

THE PLAGUE.

The general opinion among the Cantonese at present in regard to the plague is that as far as this city is concerned it has 'moved on,' and only sporadic cases occur which cause no Chinaman any concern provided it does not touch him or his. On the other hand, rumours, which may be regarded as reliable, reach us that the dire scourge is working considerable ravages in some country districts. Information reaches me that it is very prevalent in the Districts of Sai Tai and Sai U. A native whom I know reports the death of three relatives within a few days at the latter place. Moreover, at a town further south it is so prevalent that many of the inhabitants are fleeing from their homes. If these rumours be correct—and there is no reason to doubt their correctness—the plague is still hovering around, and under favourable conditions, may descend and repeat the ravages of two years ago.

MR. ANDREW AT WONGWOW.

There is nothing new about the case of Mr. John Andrew. He is still up at Wongchow, I believe, and I hear that he is being backed up by the Consul and by a wealthy and influential Foreign firm; and that, together, they are making it a test case.

AN INSOLENT CHINAMAN.

An incident occurred a day or two ago on the French Consession which illustrates the spirit animating many of the natives. It appears that three 'gentlemen' from the Sai Tai District were seated on one of the chairs provided in the newly-laid-out French garden for the use of Foreigners. The native constable, as a matter of course, informed the Chinaman that these seats were not placed there to meet their convenience, and advised them to quietly move away. This reasonable request they declined to listen to, and so the guardian of the peace proceeded to enforce his advice by more vigorous methods. The result was that the constable was struck in some way and blood was drawn. Ultimately one of the intruders was secured and handed over to the Magistrate, who controls the soldiers protecting the Shamshien. Before this native magistrate it was reported that the culprit was equally insolent, for when the Magistrate inquired his name he replied 'My name is heaven.' However, he will have time to consider his ways, for he has to wear the cage each day for several hours at the Eastern bridge, after which he is removed back to the native barracks. I hear he has a month of this.

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A REMARKABLE PERFORMANCE.

When Paganini, the violin virtuoso, first appeared in London, in 1821, the report preceded him that he had previously been blindfolded for a term of twenty years, and during this incarceration he was so poor that he could not even provide himself with a proper instrument or strings for the same. He therefore made a violin out of a wooden shoe, on which he played almost constantly. One day, after another string was out, he finally, only the 'G' string remained. It was then that he composed the beautiful and very difficult variations on Rossini's 'Prayer from Moses in Egypt.'

Give Music possesses the only copy of this composition in existence, having obtained it from a relative of the famous Paganini, and is the only violin virtuoso who performs it. The variations are so very intricate and deceptive as to frequently elicit doubt from violinists in Mr. Paganini's audience as to their being played upon one string, yet the violin used was always open to inspection.

MUSIC VERSUS PAGANINI.

When he played Paganini's wonderful 'G' string solo, the listener naturally recalls the following little poem:—

PAGANINI.

He shambles, awkward on the stage, the while
Across the waiting audience swept a smile.
With clumsy touch, when first he drew the bow,
He snapped a string. The audience tittered low.
Another stroke. Off flies another string.
With laughter now the oirial galleries ring.
Once more. The third string breaks its quivering strands.
And hines greet the player as he stands.
He stands—a while his quiver subsists
In calm—one string had Paganini left.
He plays. The one string's daring notes
Uprise
Against that storm as if they sought the skies.
A silence falls, then awe; the people bow,
And those who first had hissed are weeping now.
And when the last note, trembling, died away,
Some shouted 'Bravo!' Some had learned to pray.

THE COREAN COUP D'ETAT.

While going to press, we, *Nagasaki Express*, have received the following, dated February 14th, from a Chinese official who has just arrived here. The *Admiral Komodo's* guard of about 100 men left Chemulpo on Monday, 10th, for Seoul. The same evening the King asked the protection of the Russian Minister, and to be permitted to stay at the Legation. He did not ask to be protected, but the so-called rebels, who were outside the gates of Seoul, and who had defeated all the troops sent against them. He asked for protection against the oppression of the Japanese, and the officials whom they had installed as their agents, and who were in reality bigger rebels than those advancing on Seoul, who are his loyal subjects merely seeking redress for the murder of the Queen (if she is really dead). The whole affair was managed so nicely that the clever Japanese and their tools did not know anything of it until the next day, when they found that the telegraph between Seoul and Fusan had been cut by the insurgents, and it was only by sending a messenger to Fusan that the news could be taken to Japan. This news must have arrived yesterday (the 15th).

The King, as soon as he found himself safe, at once issued orders for the arrest of all the Corean officials who had sided with the Cabinet, and who had really been appointed by the Japanese. Many arrests were at once made, but two of them, Chun-pun Kow and Kim-Hung Yip, the last the Prime Minister, were mobbed by the people and their brains dashed out. Sho, the Minister of War, and the worst of the whole lot, nearly suffered the same fate. He was rescued by a party of Japanese soldiers, as the affair took place just in front of their barracks. He is now in the Japanese Legation. I am sure, however, that his delivery up will be demanded if it has not been already done.

The people in Seoul were on the point of rising against the Japanese, the night of the 11th having been fired at for it; but the Russian Minister at once advised the King to issue orders to his people to keep quiet. This was done, and the whole thing took place as if by magic, the utmost order prevailing, only one Japanese getting killed in the streets. The King's order was also sent to the people outside the city. It is forced them that he was safe under the Russian protection, and would, in due time, mete out justice. They were to go about their business, just as if nothing had happened. This, as far as is known, was thoroughly obeyed. An Edict was also issued, permitting the people to wear their hair as before, and to dress as they liked, provided their clothes were white.

In a Conference with the Foreign Ministers, held with closed doors, on the night of the 11th, the King informed them that since October 14th he was never allowed to see his own seal. Since that date he had not even seen it, and orders issued since that time he knew absolutely nothing about. I may add here that Korea will see that the King will rule his country just as he likes, and any advice he may get from a Russian adviser will be in the right direction. It is about time that this should have taken place. It should have been done in the winter of 1894-95, but matters were hardly ripe at that time, and the King's adviser then was unwise. But better late than never; and we may now look forward with confidence to prosperity in Corea.

Some of the foreigners here think that Japan will fight; I myself think she is too cautious for that, and if she should it would be running her head against a stone wall. Russian troops are not Chinese, and the Russian fleet would not look on at the Japanese landing troops in Corea. In case Japan does try it, few of her troops will live to land again on Japanese soil. Another thing is that no European soldiers would stay in her transports, as they have sense enough to know that they would have to face the would-be conquerors, and be treated as negroes, and the law in such case is the yard-arm.

As I was passing the Cricket ground on which two old beach-combers were sitting, a policeman came along and warned them to move on, and then went on to the police station. The two men rose up and looked after him, and then at each other, and one of them finally said 'Jim, he didn't speak to us in tenderness, but I really think he means us kindly.' 'Yes, I think he do,' he knows that we'd both lost her till we got a chill, and then pneumonia and death might follow.' 'That's it.' 'Whereas if he tells us to move on, we keep our blood circulating, avoid all danger, and are spared to our friends and the world.' 'That's correct.' 'Which is very kindly of him indeed, Jim, and if it so happens that we meet him again, we'll impress it on his mind that we know how to feel grateful, even if he hasn't high-toned our rich.'

W. Robinson & Co. have 180 Planos for sale on Monthly Payments, and also Pianos repaired from Hire shops.

CHAMBERS OF COMMERCE IN CONFERENCE.

The secretary of the London Chamber of Commerce is leading invitations to the Chambers of Commerce and other commercial associations at home and in our colonial and other possessions to take part in a third Congress of Chambers of Commerce in June next. It is stated that Mr. Chamberlain, Secretary of State for the Colonies, has accepted the position of hon. president. After calling attention to the various questions discussed at the 1892 meeting, the secretary asks each Chamber for a memorandum showing 'what action has been taken in your locality bearing on the enumerated matters.' The invitation thus proceeds:—

The Council of the London Chamber think that some, if not all of the following questions might be usefully discussed by the Congress, preference being naturally given to questions of an Imperial rather than to those of a merely local character:—

1. Commercial relations between the mother country and colonies and dependencies.
2. Boards of Labour conditions and arbitration.
3. Codification of the commercial law of the empire.
4. Bills of lading reform.
5. Commercial education.
6. The decimal system of weights, measures, and currency.
7. Imperial penny postage.
8. Light dues.
9. Railways, light railways, railway communication with India and the East.
10. Intercolonial trade relations.
11. Arbitration for international disputes.
12. Imperial trade marks, registration, and patent law.
13. Cable communication, construction, rates, codes.
14. Steamship communication, rates, subsidies, and risk.
15. Clear connection between Governments and Chambers of Commerce—by establishment of commercial advisory or consultative councils, home and colonial.
16. Bills of exchange, uniform procedure.
17. Supply of Government publications to Chambers of Commerce and mutual interchange of documents.
18. Parliamentary commercial parties, home and colonial.
19. Representation of United Kingdom in colonies and of colonies in the United Kingdom, to make up for want of consular officers, who are only appointed to foreign countries.

To Let.

DWELLING HOUSES—
HOUSES in KIPON TERRACE,
No. 3, ALBERT STREET,
No. 17, LYNDHURST TERRACE,
No. 21, ELGIN STREET,
No. 6 VICTORIA VIEW, Kow-
loon.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, February 25, 1896. 233

To Let.

1ST FLOOR of No. 12, QUEEN'S ROAD
CENTRAL, suitable for Offices or
Dwelling Rooms.
No. 2, DUNDRELL STREET, suitable for
Offices or Dwelling Rooms.
Apply to
LINSTED & DAVIS.
Hongkong, November 30, 1895. 2223

To Let.

NO. 3, WEST VILLAS.
Apply to
G. C. ANDERSON.
Hongkong, December 4, 1895. 2204

To Let.

LARKSPUR, Upper Richmond Road.
Seven Rooms and Tennis Lawn.
Apply to
Mr. L. SIMON,
Banque de l'Indo-Chine.
Hongkong, November 6, 1895. 2069

To Let.

5-ROOMED BUNGALOW (RHEDA),
Bonham Road.
Apply to
CHINA MERCHANTS' S. N. Co.,
No. 22, Praya West.
Hongkong, January 25, 1896. 201

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOYAGERS' COMPASSES
BINOCLULARS AND TELESCOPES.
KITCHEN'S LUGGAGE AND OTHER COMPASSES.
ADMIRALTY & IMARU CHARTS,
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.
D. F. & M. G. N. S.
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
Patterns, at very moderate prices. 724

PEARL HOTEL.

OPEN ALL THE YEAR ROUND.
THIS Commodious and Well-appointed
HOTEL, situated at a height of 1,250
feet above sea-level, has just been thoroughly
re-decorated, renovated and re-furnished,
and a NEW WING has been built, which
commands magnificent Views of the Har-
bour and mainland of China.
SPECIAL WINTER RATES.
(From 1st November to 31st March).
One person, per day ... \$8 to \$3.50
One person, per week ... 20.00
One person, per month ... 60.00
Married couple (occupying one
room) per day ... 5.00
Married couple (occupying one
room) per month ... 110.00
Married couple (occupying one
room) per month ... \$120 to 180.00
Extra Bedroom, per month ... 20.00
Extra Bedroom, per day ... 1.50
For further Particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, October 10, 1895. 1892

FOR SALE.

Messrs. Kelly & Walsh's List
includes the following Works by Dr.
HUTCHINSON:
EUROPE IN CHINA: The History of
Europe from the beginning to the year
1882. Hongkong, 1894. \$6.50.
HANDBOOK OF BUDDHISM: A
Sanatani-Chinese Dictionary. Second
Edition. Hongkong, 1888. \$2.50.
THREE LECTURES ON BUDDHISM.
Third Edition. Hongkong, 1884. \$1.50.
PERSEUS: Rudiments of Chinese
Natural Science. Hongkong, 1873.
\$2.00.
CHINESE DICTIONARY IN THE CAN-
TON DIALECT. Four Volumes, with
Appendix. Hongkong, 1877. \$10.00.
CHINESE SCHOOLBOOKS. Translated.
I. The Trinitarian Classic. II. The
Thousand Words Poem. \$0.50 per set.
Hongkong, August 9, 1895. 1476

RIGAUD'S
Sweet Scents from Flowers.
RIGAUD'S WHITE VIOLETS.
RIGAUD'S WHITE ROSE.
RIGAUD'S WHITE JASMIN.
RIGAUD'S WHITE LILAO.
RIGAUD'S WHITE NEROLI.
RIGAUD'S MELATI.
RIGAUD'S YLANG-YLANG.
RIGAUD'S FLOURE ROYALE.
RIGAUD & Co. Parfumeurs, PARIS.
For Sale by A. B. Watson & Co., Chemists.

Shipping.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship
The *Adelaide*,
Capt. MORGAN, will be
despatched for the above
Port at Noon TO-MORROW, the 29th
February, followed by the *S.S. Ghazet*,
on or about the 11th March.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 28, 1896. 429

**EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEEN-
SLAND PORTS and taking Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
The Steamship
The *Albatross*,
Capt. KOCK, will be
despatched for the above
Ports on SATURDAY, the 29th Instant, at
2 p.m.
This well-known steamer is specially fitted
for Passenger and has a Refrigerating
Chamber which ensures the supply of Fresh
Provisions throughout the voyage.
A Stewardess and a duly-qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, February 21, 1896. 406

**FOR SINGAPORE, MARSEILLES,
HAVRE AND HAMBURG.**
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN.)
The Steamship
The *Bellona*,
Capt. von BRUNER, will be
despatched for the above
Ports on SATURDAY, the 29th
Instant, at 4 p.m., instead of as previously
advertised.
For Freight, apply to
SIEMSEN & Co.,
Agents.
Hongkong, February 21, 1896. 426

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for KANGPO, CHEFOO, HANKOW
and Ports on the YANGTZE.)
The Co.'s Steamship
The *Prison*,
Capt. JACKSON, will be
despatched as above on
SATURDAY, the 29th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 27, 1896. 456

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR FOCHOW.
The Steamship
The *Kaitang*,
Capt. OSTERBERG, will be
despatched on SUN-
DAY, the 1st March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 27, 1896. 457

SHELL LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
The Co.'s Steamship
The *Merita*,
Capt. W. DANIEL, will be
despatched as above on
MONDAY, the 2nd March, at 5 p.m.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, February 27, 1896. 433

FOR TIENTSIN (DIRECT).
The Steamship
The *Ching Ping*,
Capt. BEARE, will be
despatched for the above
Port on MONDAY, the 2nd March.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, February 21, 1896. 408

SHELL LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
The Co.'s Steamship
The *Stordalen*,
Capt. W. EDWARD, will be
despatched as above
on MONDAY, the 2nd March.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, January 24, 1896. 431

**FOR SINGAPORE, PENANG AND
CALCUTTA.**
The Steamship
The *Arcton*,
Capt. J. E. HANSEN, will be
despatched for the above
Ports on TUESDAY, the 3rd March,
at 3 p.m.
For Freight or Passage, apply to
DAVID SASSON, SONS & Co.,
Agents.
Hongkong, February 25, 1896. 440

**FOR SINGAPORE, HAVRE AND
HAMBURG.**
(Calling at NAPLES for landing Passengers
(if urgent inducement offers).
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN.)
The Steamship
The *Cecilia*,
Capt. H. FANZ, will be
despatched for the above
Ports on TUESDAY, the 3rd March, at 4
p.m., instead of as previously advertised.
This Steamer has superior Accommoda-
tion for First and Second Class Passengers
and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, February 27, 1896. 427

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR SHANGHAI VIA SUEZ CANAL.
The Steamship
The *Glenfruin*,
Capt. DARRK, a.s.n.,
will be despatched as
above on or about TUESDAY, the 3rd
March.
For Freight or Passage, apply to
JAIDINE, MATHESON & Co.,
Agents.
Hongkong, February 22, 1896. 415

FOR SHANGHAI (DIRECT).
The Steamship
The *Adams*,
Capt. OWENS, will be
despatched for the above
Port at Noon on WEDNESDAY, the 4th
March.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 25, 1896. 436

Shipping.

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR TIENTSIN.
The Steamship
The *Kaitang*,
Capt. DARRK, will be
despatched on TUES-
DAY, the 3rd March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 21, 1896. 413

GLEN LINE OF STEAM PACKETS.
FOR LONDON VIA SUEZ CANAL.
The Steamship
The *Glenfruin*,
Capt. DARRK, a.s.n.,
will be despatched as
above on or about TUESDAY, the 3rd
March.
For Freight or Passage, apply to
JAIDINE, MATHESON & Co.,
Agents.
Hongkong, February 22, 1896. 415

FOR SHANGHAI (DIRECT).
The Steamship
The *Adams*,
Capt. OWENS, will be
despatched for the above
Port at Noon on WEDNESDAY, the 4th
March.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 25, 1896. 436

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
The *Dioned*,
Capt. BARKLEY, will be
despatched as above on
THURSDAY, the 5th March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 19, 1896. 334

FOR SANDAKAN AND KUDAT.
The Steamship
The *Wanderer*,
Capt. WILLIAM, will be
despatched on THURS-
DAY, the 5th March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 24, 1896. 428

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(SUBJECT TO ALTERATION.)
Chitt-yung... Saturday... 14th March.
Taking Passengers and Cargo for UNIT
STATES AND CANADA AT THROUGH RATES.
The Steamship
The *Chitt-yung*
will be despatched hence
for HONOLULU, VIO-
TORIA, B.O. and PORTLAND, ORE-
GON, via KUBE and YOKOHAMA, on
SATURDAY, the 14th March.
Consular Letters of Goods for United
States Ports should be in QUADRUPLE, and
one Only must be sent forward by the
Steamer to the care of the GENERAL
FREIGHT AGENT, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, February 25, 1896. 441

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
The *Tandala*,
Capt. HANNAH, will be
despatched as above on
SATURDAY, the 1st March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 25, 1896. 439

FOR NEW YORK VIA SUEZ CANAL.
(FOLLOWING THE S.S. Fullerton Hall.)
The Steamship
The *Queen Olga*,
Capt. HANNAH, will be
despatched for the above
Port on or about 10th March.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, February 25, 1896. 449

Sailing Vessels.
FOR SAN FRANCISCO.
The 1,00 A.T. British Ship
The *Queen Elizabeth*,
Fulmar, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, February 18, 1896. 838

FOR SAN FRANCISCO.
The 100 A.T. British Ship
The *Dredick Castle*,
Fergusson, Master, will load
here for the above Port, and
will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, December 5, 1895. 2277

**WINDSOR HOTEL,
HONGKONG.**
THIS Establishment, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-Class Ac-
commodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
to each Floor, in charge of experienced
Attendants.
Favorable Arrangements made for
Families and for Monthly or Extended
Periods.
P. BOHM,
Proprietor and Manager.
Hongkong, November 24, 1894. 1907

U. S. Mail Line.
**PACIFIC MAIL STEAMSHIP
COMPANY.**
**VIA INLAND SEA OF JAPAN AND
HONOLULU.**
PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro... THURSDAY, Mar. 12,
at noon.
City of Nagasaki... TUESDAY, Mar. 21,
at noon.
City of Kobe... TUESDAY, Mar. 21,
at noon.
City of Yokohama... THURSDAY, April 10,
at noon.
The U. S. Mail Steamship *CITY*
OF RIO DE JANEIRO will be
despatched for SAN FRANCISCO, via
NAGASAKI, KUBE, INLAND SEA and
YOKOHAMA, on THURSDAY, the 12th
March, at Noon, calling at SUEZ,
PORT SAID and MARSEILLES.
Cargo and Passengers will be registered for
London as well as for Marcellus, and ac-
cepted in transit through Marcellus for the
principal ports of Europe.
Shipping Orders will be granted till
Noon.
Cargo will be received on board until 4
p.m. Specie & Parcels until 3 p.m. on
Wed. March. (Parcels not to be
sent on board; they must be left at the
Agency's Office).
Contacts and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
O. TOURNARE,
Acting Agent.
Hongkong, February 26, 1896. 400

Mails.

**Occidental & Oriental Steam-
Ship Company.**
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... TUESDAY, March 3, at noon.
Gauche (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, Mar. 21, at noon.
Edgip (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, April 8, at noon.

THE Steamship *COPTIC* will be
despatched for SAN FRANCISCO,
via NAGASAKI, KUBE, INLAND SEA
and YOKOHAMA, on TUESDAY, the
3rd March, at Noon, connection being
made at Yokohama with Steamers from
Shanghai.
Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of service may be
obtained upon application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passengers who have paid full fare, re-
marking at San Francisco for China or
Japan (or vice versa) within one year, will be
allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
order in full; and of the various routes
at the Company's Office until 6 p.m. the
day previous to sailing.
Consular Invoices to accompany Cargo
declared to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 7, Praya Central.
J. S. VAN BUREN,
Agent.
Hongkong, February 2, 1896. 261

U. S. Mail Line.
**PACIFIC MAIL STEAMSHIP
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**VIA INLAND SEA OF JAPAN AND
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For further particulars, apply at the
Company's Office.
O. TOURNARE,
Acting Agent.
Hongkong, February 26, 1896. 400

**NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.**
VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed
to the very cheap rates offered by this
line to the PACIFIC COAST and to the in-
terior of the United States and Canada.
HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table. Doctor and Stewardess carried.
HONGKONG TO NEW YORK, \$850.
The Railroad travelling second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINERS.
HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on ap-
plication.
Special rates allowed to members of Gov-
ernment Services.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Hankow... [3,594] Tuesday [Mar. 10].
Tacoma... [3,549] Tuesday [April 7].
Victoria... [3,167] Tuesday [May 5].

THE Steamship *HANKOW*, Captain
W. S. (Ona), sailing at Noon, on
TUESDAY, the 10th March, will proceed
to VICTORIA (B.C.), and TACOMA
(Wash.), via SHANGHAI, KUBE and
YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.
Consular Letters of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.
For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 10, 1896. 228

**NORTHERN PACIFIC
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Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINERS.
HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on ap-
plication.
Special rates allowed to members of Gov-
ernment Services.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Hankow... [3,594] Tuesday [Mar. 10].
Tacoma... [3,549] Tuesday [April 7].
Victoria... [3,167] Tuesday [May 5].

THE Steamship *HANKOW*, Captain
W. S. (Ona), sailing at Noon, on
TUESDAY, the 10th March, will proceed
to VICTORIA (B.C.), and TACOMA
(Wash.), via SHANGHAI, KUBE and
YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.
Consular Letters of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
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For further information as to Passage or
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Hongkong, February 10, 1896. 228

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Mails.

NORDDEUTSCHER LOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
HALFESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
Prinz He. rich.... Tuesday [March 3].
Prinzess.... Tuesday [March 31].
Sachsen.... Tuesday [April 28].
Karlsruhe.... Tuesday [May 26].
Prinz Heinrich.... Tuesday [June 23].

ON TUESDAY, the 3rd day of March,
1896, at 9 a.m., the Company's S.S.
PRINZ HEINRICH, Capt. W. SOMMER,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.
Shipping Orders will be granted till
Noon, on SATURDAY, the 27th February.
Cargo and Specie will be received on
board until 5 p.m., on MONDAY, the 2nd
March, and will be received at the
Agency's Office until Noon, on MONDAY,
the 2nd March. Contents of Packages
are required. No Parcel Receipts will be
signed for less than \$2.50, and Parcels
should not exceed Two Feet Cubic in
measurement.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELOREN & Co.,
Agents.
Hongkong, February 6, 1896. 299

NOTICE.
**COMPAGNIE DES MES-AGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF INDIAN & RIVER PLATE.

ON WEDNESDAY, the 4th March,
at 10 a.m., the Company's S.S.
OCEANIC, Commandant SCHMIDT,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port for
MARSEILLES via BOMBAY.
The Steamer connects at COLOMBO with
the S.S. *Polytechnique*, which vessel takes
on Passengers and Mails, leaving that Port
on the 10th March, direct to SUEZ, PORT
SAID and MARSEILLES.
Cargo and Specie will be registered for
London as well as for Marcellus, and ac-
cepted in transit through Marcellus for the
principal ports of Europe.
Shipping Orders will be granted till
Noon.
Cargo will be received on board until 4
p.m. Specie & Parcels until 3 p.m. on
Wed. March. (Parcels not to be
sent on board; they must be left at the
Agency's Office).
Contacts and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
O. TOURNARE,
Acting Agent.
Hongkong, February 26, 1896. 400

**NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.**
VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed
to the very cheap rates offered by this
line to the PACIFIC COAST and to the in-
terior of the United States and Canada.
HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table. Doctor and Stewardess carried.
HONGKONG TO NEW YORK, \$850.
The Railroad travelling second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
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